Community Sounding Board Meeting

Meeting Summary
April 25, 2007

Attendees

Community Members	Others	
David Lindmeir	Ned Hacker, WFRC	Jim Horrocks, Horrocks Engineers
David Adams	Charles Mace, UDOT	Brad Powell, Horrocks Engineers
Harris Adams	Tom Roylance, Layton City	Mack Christensen, Horrocks Engineeers
Steve Hatch	Ryan Bankhead, Layton City	Stan Jorgensen, Horrocks
		Jessica Wilson, Horrocks Engineers

Jim Horrocks welcomed attendees and conducted the meeting.

1. *Traffic model*

- The model being used for the Layton Interchange EIS comes from the Wasatch Front Regional Council (WFRC) and is used to model the entire Wasatch Front area.

  The WFRC model uses large traffic analysis zones (TAZ) to model the entire area. However, Horrocks Engineers has broken the TAZ into smaller zones that make a better representation of the traffic in the study area.

- During the modeling process, Horrocks Engineers continually conducts quality assurance and quality control (QC/QA) reviews. During a review after modeling results were sent to the Community Sounding Board (CSB) members, Horrocks Found an error in the distribution of traffic information that put more traffic along the southern boundary of Layton (near Kaysville 200 North). The error has been corrected and new results were given to the CSB members at the meeting.

2. *Purpose and Need*

Before reviewing the modeling results, the three-fold Purpose and Need was discussed:

- Address current and projected traffic demand and operations for the South Layton Interchange (I-15 Exit 330) Address current and projected traffic demand and operations for the South Layton Interchange (I-15 Exit 330)
- Provide grade-separated transportation access across the Union Pacific Railroad to the developing area of west Layton
- Provide adequate transportation facilities and traffic capacity west of I-15 to relieve existing and projected traffic congestion on Gentile Street

3. *Presentation on Traffic Modeling results*

Alternative 1—Widen Kaysville 200 North to 7 lanes and upgrade other north/south street

- **1A —** Gentile still fails
- **1C —** Widens Flint and Angel streets to 5 lanes. Gentile fails.

- **1F —** Flint and Angel streets at 2 lanes and adds a new North/South 5-lane arterial between Gentile and 200 North. Gentile fails between Flint Street and I-15 and is a LOS E between Angel and Flint streets.

Alternative 2 — Upgrade the South Layton Interchange to a full interchange over I-15 to connect to the proposed Minor Arterial master-planned for approximately 700 South

- **2A —** Gentile fails at offset intersections and is LOS E between Flint Street and I-15. Angel Street fails between Gentile and 200 North. Flint Street fails between 700 South and 200 North. 700 South fails between I-15 and Flint Street.
- **2D—**Widen Flint Street and Angel Street to 5 lanes. Gentile at LOS E at offset intersections. 700 South with 5 lanes fails between I-15 and Flint Street.
- **2E**—Widen Flint Street and Angel Street to 5 lanes and 700 South to 7 lanes between I-15 and Flint Street. Gentile at LOS E at offset intersections.
- **2G**—Flint Street and Angel Street at 2 lanes, 700 South between Flint and I-15 at 7 lanes, and a new 5 lane arterial between Gentile and 200 North. Gentile at LOS D or better. Flint Street at LOS E between 700 South and approximately 1000 South.

Alternative 3 — Widen Gentile Road to four or more travel lanes between Angel Street and I-15 and construct a new I-15 Interchange

- **3A—**Gentile Street at LOS E or F between King Street and I-15 and fails between Angel Street and Sugar Street. Angel and Flint streets fail between Gentile and 200 North.
- **3B—**Widen Gentile to 7 lanes and Flint Street to 5 lanes. Angel Street at LOS E. Gentile at LOS E or F between Flint Street and I-15.

Alternative 4 — Construct a North-bound on ramp to I-15 and a South-bound off ramp from I-15 to Gentile Road, and widen Gentile Road to at least four travel lanes from the new partial interchange to Angel Street

- **4—**Gentile Street at LOS E or F between King Street and I-15 and fails between Angel Street and Sugar Street. Angel and Flint streets fail between Gentile and 200 North.

Alternative 5 — Construct additional lanes and other improvements to enhance the east/west flow of traffic at the Layton Hills Mall Interchange and construct a grade-separated railroad crossing on Hill Field Road.

- **5B—**Unrestricted traffic flow at Layton Hills Mall and along Hill Field Road. Flyover from West Gordon Ave. to East Gordon Ave. Sugar Street at 5 lanes. Gentile Street fails. Angel and Flint streets fail.
- **5C—**Unrestricted traffic flow at Layton Hills Mall and along Hill Field Road. Flyover from West Gordon Ave. to East Gordon Ave. Sugar and King streets at 5 lanes. Gentile Street fails. Angel and Flint streets fail.
- **5D—**Unrestricted traffic flow at Layton Hills Mall. Hill Field Road at 7 lanes between 1700 West and I-15. Flyover from West Gordon Ave. to East Gordon Ave. Sugar and King streets at 5 lanes. Gentile Street fails. Angel and Flint streets fail.
- **5E—**Unrestricted traffic flow at Layton Hills Mall. Hill Field Road at 7 lanes between 1700 West and I-15. Flyover from West Gordon Ave. to East Gordon Ave. Sugar and

King streets at 5 lanes. New 5-lane arterial between Gentile and 200 North. Gentile Street fails. Angel Street at LOS E between Gentile and 700 South. Flint Street at LOS E between Gentile and 700 South, LOS F between 700 South and approximately 1000 South.

Wrap-up

There was some discussion on whether or not alternatives 1 and 5 could be eliminated. David Lindmeir asked to have alternatives 1F and 5E combined and 2G and 5E combined to see what difference they would make.

The group agreed to meet again on Wednesday, May 2, 2007 at 6:30 p.m.